

# Riverdale Active Transportation Plan



ACTIVE TRANSPORTATION  
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# Riverdale Active Transportation Plan

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Presented by Active Transportation Alliance, January 2011

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## Acknowledgements

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### Active Transportation Plan Steering Committee

This plan represents the combined vision and goals of the steering committee that guided its development as well as residents and other key stakeholders. Thank you to these residents and the members of the steering committee for donating their time to this project.

Riverdale's Active Transportation Plan Steering Committee Members:

Carol Moore – Village Administrator  
Marci Smith – Riverdale Public Works  
Deputy Chief Philip Stephens – Riverdale Police Department  
Helen Denham – Riverdale Tree Commission/Resident  
Tanya Watkins – Riverdale Trustee  
Todd Henning – Riverdale Public Works  
Chris VanDyke – Riverdale Fire Department  
Adelle Swanson – Riverdale Housing Authority  
Annie Randolph – Riverdale Resource Center  
Allison Heard – Riverdale Resource Center  
Brenda Britt-Cox – Ivanhoe Park District of Riverdale  
Tiasha Echols – Riverdale Trustee  
Loree Washington – Riverdale Trustee

### About the Consultants

The mission of Active Transportation Alliance is to make bicycling, walking, and public transit so safe, convenient, and fun that we will achieve a significant shift from environmentally harmful, sedentary travel to clean, active travel. We advocate for transportation that encourages and promotes safety, physical activity, health, recreation, social interaction, equity, environmental stewardship, and resource conservation.

We are both Chicagoland's voice for better biking, walking, and transit and a premier consultancy. Our staff includes planning, policy, and education experts who developed many of the best practice programs and policies included in this plan. By partnering with us on this project, you not only get the best plan possible, you also support our mission to improve active transportation throughout the Chicagoland region.

The Active Transportation Alliance Project Team:

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# Executive Summary

*Riverdale partnered with consultants from Active Transportation Alliance to produce this active transportation plan for their community. The plan is composed of improvements to the physical infrastructure, policies, and programs that make it safer and more convenient for people to walk, bike, and use transit in Riverdale. To develop these recommendations, the consultants turned to the experts—the users of the transportation network. Guided by their insight, this plan will position Riverdale for a brighter, healthier, and more active future.*

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### Active Transportation Network

The active transportation network recommended in this plan provides door-to-door safe access to the key places in Riverdale. Highlights of the network include:

- Filling gaps in the sidewalk network
- Bicycle parking and enhanced lighting at both Metra stations
- Accommodating pedestrians at intersections along Halsted, Indiana, 138th, and 144th Streets
- Using wayfinding signs to create awareness for safe routes to key destinations

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### Policies

Increasing use of the active transportation network requires adoption and implementation of policies that facilitate safe use of these facilities. This plan includes the following recommended policies that:

- Ensure compliance with national standards for signal timing for pedestrian crossings
- Include bicycle parking at retail destinations
- Prevent distracted driving
- Accommodate pedestrians during construction projects
- Include pedestrian scale lighting on all major streets
- Include pedestrian gates at all railroad crossings
- Include sidewalk presence and quality as part of the housing authority rental license review checklist

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### Programs

The plan provides guidance on the development of nationally recognized programs for education, encouragement, and enforcement. These programs include:

- An education campaign around idling in school zones
- An educational component for the annual bike giveaway
- Bike skills and maintenance classes offered through the Riverdale Park District or Riverdale Community Resource Center
- Celebrating International Walk to School Day
- Distribution of public transit information
- Enforcement of snow clearance

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### Implementation

The planning process does not end with the adoption of this plan. It will require years of implementation and the dedication of key stakeholders. This plan includes a comprehensive timeline for implementation. The appendix includes resources for funding and implementing the plan's recommendations. Model policies and data used in developing this plan are also included to facilitate effective implementation.



# Introduction

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## 1.1 A Vision for Livability

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The Vision for Riverdale:

*The Village of Riverdale will be a vibrant and healthy community with a safe, well lit, and complete bicycle and pedestrian network that links to schools, parks and businesses. Walking and biking will be a viable means of transportation and a fun activity for people of all ages. People will be able to walk or bike to businesses along major commercial corridors, Ivanhoe and Riverdale Metra Stations, local parks and forest preserve, Riverdale Public Library and connect to the Cal-Sag Trail. The Village will utilize connections along the forest preserve trails and roadways to foster travel between neighboring communities like Dolton, Blue Island, and Harvey.*

The Village of Riverdale prides itself as a close-knit and active community offering various housing styles, places of worship, independently owned businesses, a widely-used public library, and a service-oriented government. Nestled between Dolton, Harvey and Blue Island, Riverdale is located 23 miles south of Chicago. The Village is more than 150 years old and holds a rich history that valued industry, brickyards, railroad construction, and economically benefited from its close proximity to the Calumet River. Situated along the Ivanhoe and Riverdale Metra stations, the Village is working towards LaHood's vision for livability. This plan will guide the Village of Riverdale in developing active transportation connections throughout the community to help residents travel safely by foot, bicycle or transit.

The vision for Riverdale will leverage a village-wide culture change that will encourage the community to have multi-modal options by walking and biking to destinations. Events featuring businesses and residents will help the community reach their vision by building momentum and excitement around walking and biking. Riverdale's Active Transportation Plan includes programming for education and encouragement that will make it easier, safer and more convenient to get around town by foot or bike. Together, programming, policy and infrastructure recommendations will help Riverdale achieve their community's vision.

## 1.2 Goals of the Plan

The Village of Riverdale Active Transportation Plan provides practical recommendations to support livability. Recommendations for active transportation will help focus the village's transportation investments on accessibility to key places that have been prioritized by the community; following best practices in "place-based planning." Finally, the plan communicates Riverdale's priorities to regional and state transportation jurisdictions including Illinois Department of Transportation (IDOT), Metra, Pace and the Cook County Highway Department (CCHD).

The following goals guided the development of this plan.

- **Health and Safety:** Build a walking, biking and transit network that is accessible and safe for all ages and abilities to encourage a healthy and active lifestyle.
- **Active Transportation Network:** Provide a comprehensive transportation network that prioritizes biking, walking and transit use. Emphasize the creation of dedicated routes and amenities to foster active transportation.
- **Green Connections:** Provide a comprehensive network that connects residents to parks, open space and regional trails.
- **Economic Development:** Encourage residents to shop at local businesses by improving biking, walking and transit accessibility at important places in the community.
- **People Connections:** Support biking and walking in the community through education and encouragement programs for residents.
- **Institutional Connections:** Adopt policies that encourage agency collaboration between the Schools, the Parks, the Village, and the private sector to make it safer and easier for residents to enjoy the Active Transportation Network.



25 children learned about bicycle safety at a Bike Rodeo hosted by Active Transportation Alliance.

## 1.3 Planning Process

Community organizations and residents in Riverdale played an active role in developing their Active Transportation Plan by creating sustainable solutions with the community and identifying critical hot spots early on in the planning process. Physical designs of pedestrian and bikeway planning as well as policies to support active transportation, programs on education, encouragement and enforcement in the community are the primary focuses of this plan.

Riverdale's Public Engagement Report (see Appendix A) breaks down each step that was taken to ensure public input and its importance in sustaining a successful plan. Riverdale's public engagement facilitated understanding between the community's needs for improved walking and biking infrastructure as well as reaching the primary objective of reducing obesity. The Public Engagement Report summarizes public input gathered throughout the planning process and how it influenced Riverdale's Active Transportation Plan.

*A full summary of information gathered through the planning process can be found in Appendix A, Public Engagement Summary, and Appendix B, Existing Conditions Maps.*



Residents weigh in on walking and biking preferences at a community event.

## 1.3 Planning Process (Continued)

### 1.3.1 Riverdale's Active Transportation Plan Steering Committee

The first step Active Trans took to develop a sustainable plan for the community was to work directly with the community in order to address the current needs in the Village of Riverdale. A steering committee of key stakeholders representing community departments and interests was formed; allowing better assessment of options and opportunities for safe multi-modal transportation.

Developing a plan for safe modes of transportation in Riverdale began with including the public in the process; this method for public engagement set the basis for a holistic plan that addressed the desires of the community.



Open house participants work on their group's recommendations for the plan.

### 1.3.2 Community Open House

On Tuesday, August 16th, 2011, residents and interested parties gathered at Riverdale Community Resource Center to share their experience and local expertise on walking and biking in the community as well as propose solutions for improvements.

**Mapping Exercise:** Key destinations, hazardous crossings, intersections and streets enhancements identified at the open house guide infrastructural recommendations in the plan.

**Polling Exercise:** Participants at the open house were asked a series of questions regarding bicycle and pedestrian issues. Polling results indicate the level of walkability, bike-ability and accessibility to transit by bike or foot, which helps determine where enhancements to the bikeways network need to be made. A set of questions also asked to prioritize bicycle and pedestrian amenities and facilities; demonstrating immediate needs in the community.

#### **Education, Encouragement, and Enforcement**

**Activity:** Young and elderly alike enjoy this visually appealing board displaying a wide array of options for programming in education, encouragement and enforcement. The public had the option of choosing which program they are interested in bringing to their own community by placing a sticker on images. Their selections are then reflected in the "Education, Encouragement, and Enforcement" section of the plan.



Children learned about bicycle safety while their parents attended the open house.

## 1.3 Planning Process (Continued)

### 1.3.3 Online and On-Street Surveying

In an effort to gather extensive public input, additional outreach was conducted to add depth to the plan. Hard copy surveys were distributed and collected around the community. Active Trans reached a diverse population during the planning process including community centers. Active Trans produced surveys for those who were unable to attend the Open House and also raise awareness on developing Riverdale's Active Transportation Plan.

Over 100 surveys were distributed and collected throughout Riverdale; mainly near the Ivanhoe and Riverdale Metra Stations and from visitors to the riverdale Community Resource Center.

### 1.3.4 Developing Recommendations

After gathering feedback from residents about the conditions of active transportation in Riverdale, Active Transportation Alliance identified the places that were most important to Riverdale's active transportation network, and key strategies to include in this plan. These strategies include national best practices in engineering, design, policy, and programming. Strategies were reviewed and refined by the Riverdale Active Transportation Plan Steering Committee.

Based on the input from residents and community groups, this plan sets forth a set of implementable strategies for achieving Riverdale's vision for livability. Strategies included in this plan have been successfully implemented in other communities throughout Illinois. The recommendations are divided into three categories: near-term, mid-term and long-term. These categories should help the village coordinate these efforts with staffing plans and work plans.

Participants consider which education, encouragement, and enforcement program most interests them.



## 1.4 Timeframe for Recommendations

### 1.4.1 Near-term Priorities

**Network:** Near-term network recommendations are generally corridors and intersections that are currently bikeable but may be aided by some low-cost improvements, such as network signage or crossing improvements.

**Policy and Programming:** Near-term projects should be completed in less than two years. These projects involve little to no start-up costs or long-term organization. Many educational initiatives are proposed for near-term implementation to build support for later projects.

### 1.4.2 Mid-term Priorities

**Network:** Mid-term network recommendations are corridors and intersections where current conditions could be easily improved—with a moderate construction budget—to become more bikeable. Examples are corridors with low average daily traffic (ADT) and ample width to add bike lanes or shared lane markings, and intersections that are currently signaled but could be improved by curb extensions, transit shelters, local sidewalk completion, and other network amenities. Some of these improvements, such as new transit shelters have been added recently.

**Policy and Programming:** Although mid-term anticipates completion is expected in three to five years, some projects require preliminary work in the near term. These projects may have initial start-up costs and coordination with community organizations. Mid-term projects generally involve more planning.

### 1.4.3 Long-term Priorities

**Network:** Long-term network recommendations are often complicated by jurisdictional issues or the balancing of regional network priorities. These recommendations may have other feasibility issues, such as high ADT or restricted road width or right-of-way.

**Policy and Programming:** These projects, expected to begin implementation after five years, frequently depend on the completion of earlier projects and local support.

The Implementation section of this plan provides a complete list of recommendations and suggested timing.

### 1.4.4 Opportunistic Implementation

While this plan offers a guide to prioritizing these recommendations as near-, mid-, or long-term priorities, the Village should actively seek out opportunities to coordinate implementation with private development and public projects. Private development can often trigger the need to improve the corridor frontage areas, and state and county construction and maintenance priorities can overlap with this plan's recommendations. Implementing agencies should remain aware of these kinds of opportunities and seek to coordinate the implementation of this plan with parallel county and regional efforts. (See the Appendix for funding and programmatic resources).



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## 2.1 Network Context

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### 2.1.1 The Network Defined

The Riverdale Active Transportation Network is designed to make biking and walking trips from residents' homes to neighborhoods, trails, important places, destinations, and transit stops so safe, convenient, and enjoyable that half of all local trips will be made without a car by 2025. With older adults choosing to age in place, with youth seeking independence, and with the ever-increasing cost of motorized travel, a complete active transportation network is designed to accommodate the many residents of Riverdale.

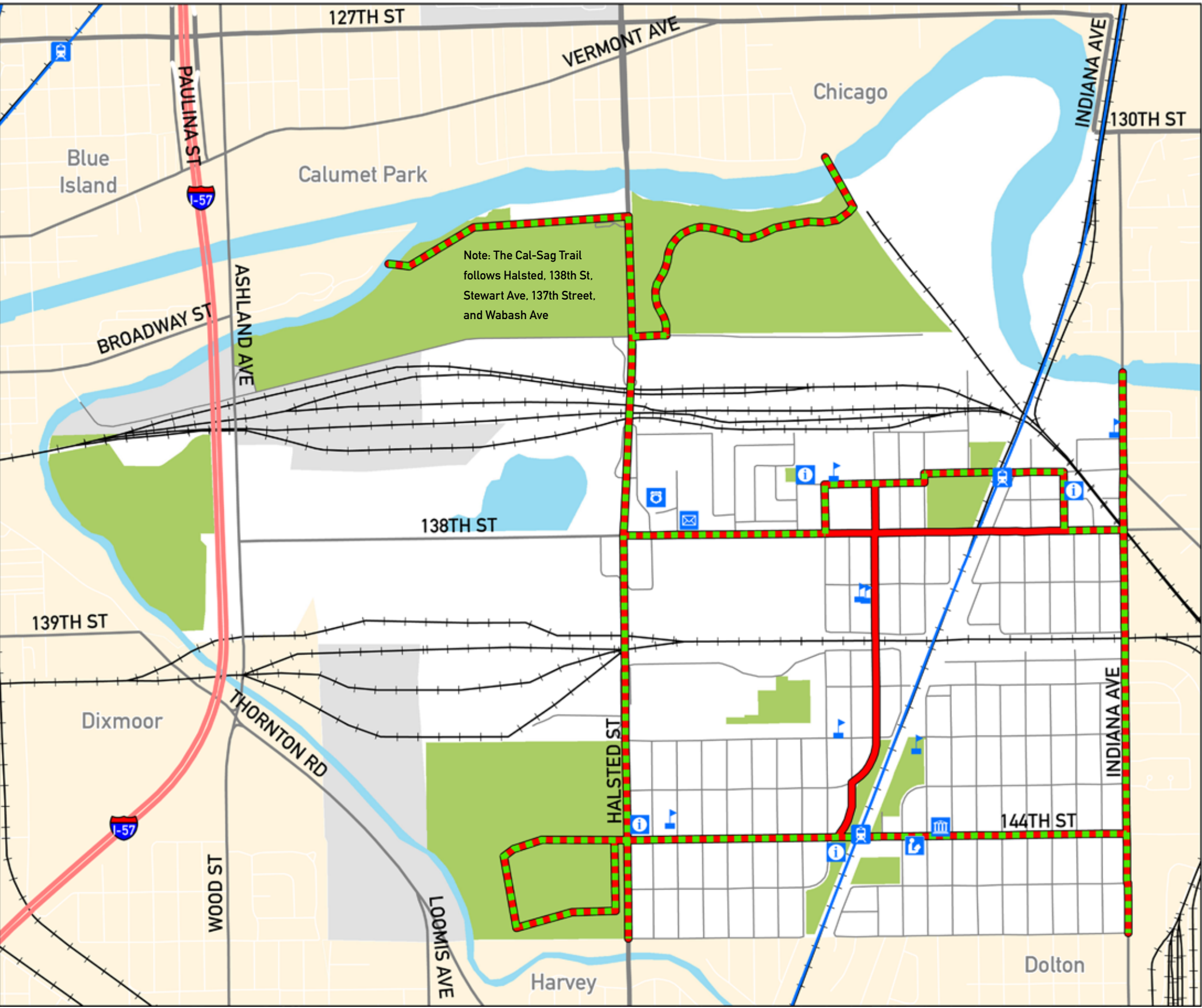
While the consultants performed the necessary fieldwork, data gathering, and analysis, and community stakeholders and Village staff guided the work, the foundation for the network and its recommendations were laid by true Riverdale biking and walking experts; the residents themselves. These recommendations provide a framework for Riverdale to make active transportation a viable choice for many daily trips.

Riverdale will implement many of these recommendations at the local level. Some, however, will require coordination with the Cook County Highway Department (CCHD) and the Illinois Department of Transportation (IDOT), as well as with neighboring municipalities. For these projects, the plan communicates the priorities of the Village and its residents to those agencies and the region.

This section provides a full network map for all the recommendations. The following sections break down the network into five components:

- 1 Place Connections
- 2 Network Connection Points
- 3 Pedestrian Improvements
- 4 Bicycle Improvements
- 5 Transit Improvements

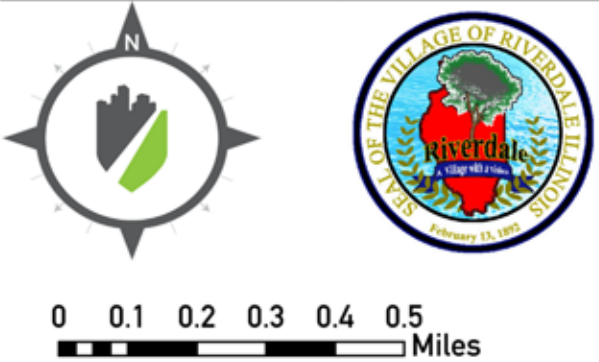
2.1.2 Full Network Map



# -Riverdale-

Network

- Bicycle & Pedestrian Network
- Bicycle Way
  - Bicycle & Pedestrian Way
- Infrastructure
- Highway
  - Arterial
  - Collector
  - Local Street
  - Railroad
- Metra
- Station
  - Route
- Community
- Village Hall
  - Community Center
  - Post Office
  - Police Station
  - Library
  - School



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## 2.2 Place Connections

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Riverdale’s active transportation network and recommendations will help residents reach their favorite parks, trails, restaurants, shops, friends, schools, and jobs safely. Putting places first in the consideration of biking, walking, and transit improvements will help integrate safe, sustainable, efficient, healthy living into community life.

The recommendations are organized by likely timelines for implementation—near-term, mid-term, and long term when the scope is relatively straightforward. If a timeline is difficult to estimate, often because of the need for stakeholder buy-in or complicated coordination, it is listed as simply a “recommendation.” For many places, access is improved by focusing on a corridor, such as Halsted Street. Some places, such as the Riverdale and Ivanhoe Metra stations have distinct transportation needs, which are addressed separately of their associated corridor.

### 2.2.1 Parks and Schools

**OBJECTIVE:** Connect the active transportation network to Riverdale’s parks and schools.

**DESCRIPTION:** Schools and parks are the destination for many active transportation trips. Offering residents a safe routes to schools and parks gives them an easy way to get the exercise they need every day and will help reduce a household’s transportation costs.

As the active transportation network in Riverdale is being implemented, connectivity to the following schools and parks should be prioritized for safe pedestrian crossings on adjacent streets, and designating bike routes that connect to these key destinations.

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#### Schools

- Washington School
- Patton School
- Park Elementary School
- Dolton Early childhood Center
- Lupees Day Care Center
- Promise Christian Academy
- Queen of Apostles

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#### Parks

- Prairie Park
- Mohawk Park
- Riverdale Park
- Ivanhoe Park
- Franson Park
- Community Resource Center
- Community Garden at 138th and School Street

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## 2.2 Place Connections (Continued)

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### For all schools and parks:

**CROSSWALKS:** Paint high visibility crosswalks at all intersections adjacent to schools and parks to increase visibility of pedestrians.

**SIGNAGE:** Use directional signage to create awareness for recommended routes.

**BIKE PARKING:** Make bike parking available at every school and park so students and visitors can have a secure place to leave their bikes while learning or playing.

*In addition to connectivity, the following forest preserves could benefit from additional improvements:*

### Kickapoo Meadows Forest Preserve at Halsted and 144th:

Enhance the existing Pace bus shelter on route #352 with bus route maps, instructions for how to put a bike on the bus, and a bike rack.

### Whistler Forest Preserve on the north side of Riverdale:

Install lighting in the parking lot and build a connection to the Boathouse from the soon to be constructed Cal-Sag Trail.

### Cook County Forest Preserve on the northwest side of Riverdale:

Partner with Blue Island to rebuild the bridge connection on Rolls Avenue.



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Schools and parks are the destination for many active transportation trips.



## 2.2 Place Connections (Continued)

### 2.2.2 138th Street Corridor

The following recommendations will improve safety of walking and biking along 138th Street and increase accessibility of destinations along the street.

*Timeframe:* Near Term

In sections where the Cal-Sag Trail goes into the neighborhood, consider routing cyclists along the trail.

*Timeframe:* Mid Term

Continue the Cal-Sag Trail alignment, which includes bike lanes and a center turn lane for cars along 138th from Halsted to Indiana

*Timeframe:* Mid Term

Install pedestrian crossing improvements (crosswalks, pedestrian signals, and curb cuts) where 138th Street intersects Halsted Street, School Street, and Indiana Avenue



138th Street is an ideal street for bike lanes.

### Civic Complex at 138th Street and Halsted Street

**OBJECTIVE:** Support active transportation access to the Civic Complex at 138th Street and Halsted.

**DESCRIPTION:** Riverdale recently relocated the Police Department and Post Office to 138th Street east of Halsted. Plans are currently being considered for a new Village Hall at this location. In order to help residents access services, bicycle and pedestrian access to the Civic Complex should be prioritized.

### Riverdale Park and Riverdale Metra Station on 138th Street

**OBJECTIVE:** Support safe bicycle and pedestrian access to Riverdale Park and Riverdale Metra Station on 138th Street.

**DESCRIPTION:** Riverdale Park and Riverdale Metra Station are the focal point for recreation and regional transportation for residents on the north side of Riverdale. To facilitate bicycle and pedestrian connections to the park and Metra, add pedestrian scale lighting and bike parking. For more recommendations see section 2.2.2 138th Street Corridor.



Riverdale Metra station could be more welcoming to pedestrians with additional lighting.



## 2.2 Place Connections (Continued)

### 2.2.3 144th Street Corridor

The following recommendations will improve safety of walking and biking along 144th Street and increase accessibility of destinations along the street.

*Timeframe:* Near Term

Narrow parking lane and travel lane to accommodate the minimum 5' bike lane. The street section should be 11-12' travel lanes, 8' parking, 5- 6' bike lane.

*Timeframe:* Mid Term

Create pedestrian islands at additional locations to help people cross the street.

*Timeframe:* Mid Term

Build bump outs and tighten turning radius at all corners to shorten the crossing distance for pedestrians.

*Timeframe:* Mid Term

Install pedestrian crossing improvements (crosswalks, pedestrian signals, and curb cuts) where 144th Street intersects Halsted Street, School Street, and Indiana Avenue

*Timeframe:* Mid Term

At School Street and 144th Street, install a pedestrian island or diverter on School street, tighten the turning angle on the northeast corner of the intersection, move the crosswalk on School farther south, place bump-outs at the northeast and northwest corners of intersection, add stripe crosswalk on west side of intersection to facilitate safe crossings at this intersection.

### Ivanhoe Metra Station on 144th Street

**OBJECTIVE:** Support safe bicycle and pedestrian access to the Ivanhoe Metra Station on 144th Street.

**DESCRIPTION:** Ivanhoe Metra Station is the focal point for regional transportation for residents on the south side of Riverdale. To facilitate bicycle and pedestrian connections to Metra, add pedestrian scale lighting and bike parking.

### Shopping on 144th Street

**OBJECTIVE:** Support safe bicycle and pedestrian access and connectivity to shopping and community resources on 144th Street.

**DESCRIPTION:** 144th Street is the retail center of Riverdale. CVS, Family Dollar, Chase Bank, Quikmart and several community resources, such as the Riverdale Public Library and Village Hall. To facilitate safe access to the places on 144th Street, the Village should consider upgrading the mid-block crossing in front of Village Hall to current ADA standards, install pedestrian scale lighting in front of businesses, and stripe crosswalks where missing along 144th Street.



The intersection of 144th and School Street could be much safer with a few minor modifications.



Pedestrian islands on 144th Street help people safely cross the busy street.

## 2.2 Place Connections (Continued)

### 2.2.4 Indiana Avenue Corridor

The following recommendations will improve safety of walking and biking along Indiana Avenue and increase accessibility to destinations along the street.

*Timeframe:* Mid Term

Consider reconfiguring the road on Indiana Avenue. The new street would have one travel lane in each direction, one parking lane on each side, and bike lanes on each side. This type of reconfiguration is called a road diet.

*Timeframe:* Long Term

Install pedestrian crossing improvements (crosswalks, pedestrian signals, and curb cuts) where Halsted Street intersects 144th Street and 138th Street

#### Access to groceries at 144th and Indiana

**OBJECTIVE:** Support safe bicycle and pedestrian access to food by improving intersections near grocery stores.

**DESCRIPTION:** Fairway Groceries and several other stores are located at 144th Street and Indiana Avenue. To facilitate safe, convenient access to food the Village should include pedestrian accommodations at the intersection. Crosswalks, sidewalk connectivity, traffic signals timed to allow pedestrians enough time to cross the street, and curb cuts to allow people with grocery carts to easily cross the street.

Adding crosswalks and sidewalk at 144th Street and Indiana Avenue will help Riverdale residents walk to the grocery store.



### 2.2.5 Halsted Street

The following recommendations will improve safety of walking and biking along Halsted Street and increase accessibility of destinations along the street.

*Timeframe:* Near Term

A multiuse path on west side of the street is planned as part of the Cal-Sag Trail improvements. This path should also continue from 138th to 146th Street.

*Timeframe:* Long Term

Install pedestrian crossing improvements (crosswalks, pedestrian signals, and curb cuts) where Halsted Street intersects Pedestrian crossing improvements at Forestview, 144th, 142nd, and 146th Streets.



With fast moving traffic, many trucks, and narrow sidewalk, Halsted can be intimidating for pedestrians and cyclists. A wider sidewalk or buffer from traffic will make pedestrians feel more comfortable.

#### Access to Transit and shopping at 137th, Leyden and Indiana

**OBJECTIVE:** Improve access to transit and businesses near the intersection of 137th Street, Leyden Avenue and Indiana Avenue

**Description:** This intersection is a key connection point for pedestrians, cyclists and transit. It is where people can catch a bus to River Oaks Mall, Homewood, 95th Street or other parts of Riverdale. Because this is a connection point, pedestrians should be accommodated here. Each side of this intersection should have painted crosswalks, including the south side of the intersection, across Indiana, and the traffic signal should be upgraded to meet current standards. Also, sidewalk on both sides of Indiana Avenue should be a minimum 5' wide with a 5' or more landscape buffer from traffic.

### 2.2.6 School Street

The following recommendations will improve safety of walking and biking along 138th Street and increase accessibility of destinations along the street.

*Timeframe:* Near Term

Stripe a bike lane adjacent to residential parking at Ivanhoe Park beginning at 144th on the east side of street. Stripe a bike/parking lane on the west side of the street.

## 2.3 Active Intersections

### 2.3.1 Crossing Improvements

**OBJECTIVE:** Upgrade the active transportation network with best practices traffic control devices, such as countdown timers, ladder-style crosswalks and bi-directional curb cuts, and pedestrian refuges, where appropriate.

**DESCRIPTION:** A near miss by a car or long waits to cross safely will quickly discourage a person from choosing active transportation. Improving crossings is a cost-effective strategy to encourage walking, biking, and transit use. They also save lives. These simple improvements are recommended at all of the network's major intersections.

The following recommendations and map illustrate the location and type of intersection and crossing improvements that should be made. Technical guidance for these recommendations can be found in the Manual on Uniform Traffic Control Devices, 2009 edition.

**COUNTDOWN PEDESTRIAN SIGNALS:** Install countdown pedestrian signals. All signaled crossings should be upgraded to countdown pedestrian signals. These signals show pedestrians how much time they have to cross the street and prevent pedestrians from running across the street when there is not enough time.

**PEDESTRIAN ISLANDS:** Install pedestrian islands and refuges at key mid-block crossings. Islands or medians of sufficient width that are placed in the center area of a street or highway can serve as a place of refuge for pedestrians who are attempting to cross at a midblock or intersection location. Center islands or medians allow pedestrians to find an adequate gap in one direction of traffic at a time, as the pedestrians are able to stop, if necessary, in the center island or median area and wait for an adequate gap in the other direction of traffic before crossing the second half of the street or highway.

**CURB CUTS AND TRUNCATED DOMES:** Install bi-directional curb cuts and truncated domes. All new intersection crossings should be equipped with bi-directional curb cuts and truncated domes to insure the intersection complies with ADA standards. These amenities direct people with visual impairments through an intersection at a crosswalk.

**BUMP OUTS/CURB EXTENSIONS:** Install curb extensions along streets and at intersections. A curb extension is a reduction in the roadway width to create a shorter crossing for pedestrians. The curb extension can also improve driver and pedestrian visibility, all while slowing vehicular traffic.



Countdown pedestrian signals convey the actual time a pedestrian has to safely make it through an intersection.



Pedestrian refuge islands help people cross busy streets safely.



Curb cuts make it easier for people in wheelchairs or pushing a stroller to cross the street.



## 2.3 Active Intersections (Continued)

**CROSSWALK SIGNALS:** Install high-intensity activated crosswalk (HAWK) pedestrian signals at key mid-block crossings. The HAWK signal remains dark for traffic until a pedestrian activates the signal. When the signal is activated, the signal will give a flashing yellow light followed by a solid yellow light and then a solid red light. The pedestrian can then proceed. When the red light starts flashing, vehicles can then proceed as long as the pedestrian has cleared the crosswalk. Studies have shown a better compliance rate by motorists with HAWK signals compared to other types of pedestrian signals. Crossings with HAWK signals could also be coupled with pedestrian refuges.

**CROSSWALKS:** Install and restripe visible crosswalks. All crosswalks in high use areas should be upgraded to “zebra stripe” or “ladder style” per 2009 Manual on Uniform Traffic Control Devices (MUTCD), and install where missing. These crosswalk styles are significantly more visible to drivers than the traditional parallel line crosswalks.



Curb extensions, also called bump outs, shorten the crossing distance for pedestrians.



Ladder style crosswalks are easier for drivers to see.

### 2.3.2 Network Connection Points

**OBJECTIVE:** Create a series of gateway intersections and hubs to identify the active transportation network, help users connect between modes of transportation (such as from bicycling to transit), and guide this plan's implementation.

**Gateways:** Gateways identify an intersection as an entrance to a community, and sometimes to key districts. Gateways should be prioritized for network wayfinding signs and identity features, such as public art installations and banners.

In addition to previously listed crossing improvements, Gateway treatments include:

- Rows of street trees along parkway to define entryway
- Gateway signage enhanced with landscaping, including multi-stemmed and closely spaced trees providing a background
- Decorative paving at crosswalk visually connecting both sides of roadway
- Large planting beds to address vehicular scale
- Lighting hidden within landscaping within the entire gateway area providing night time effect
- Landscaping to be arranged in masses to divert attention to gateway signage



Gateway intersections welcome visitors into the community.

## 2.3 Active Intersections (Continued)

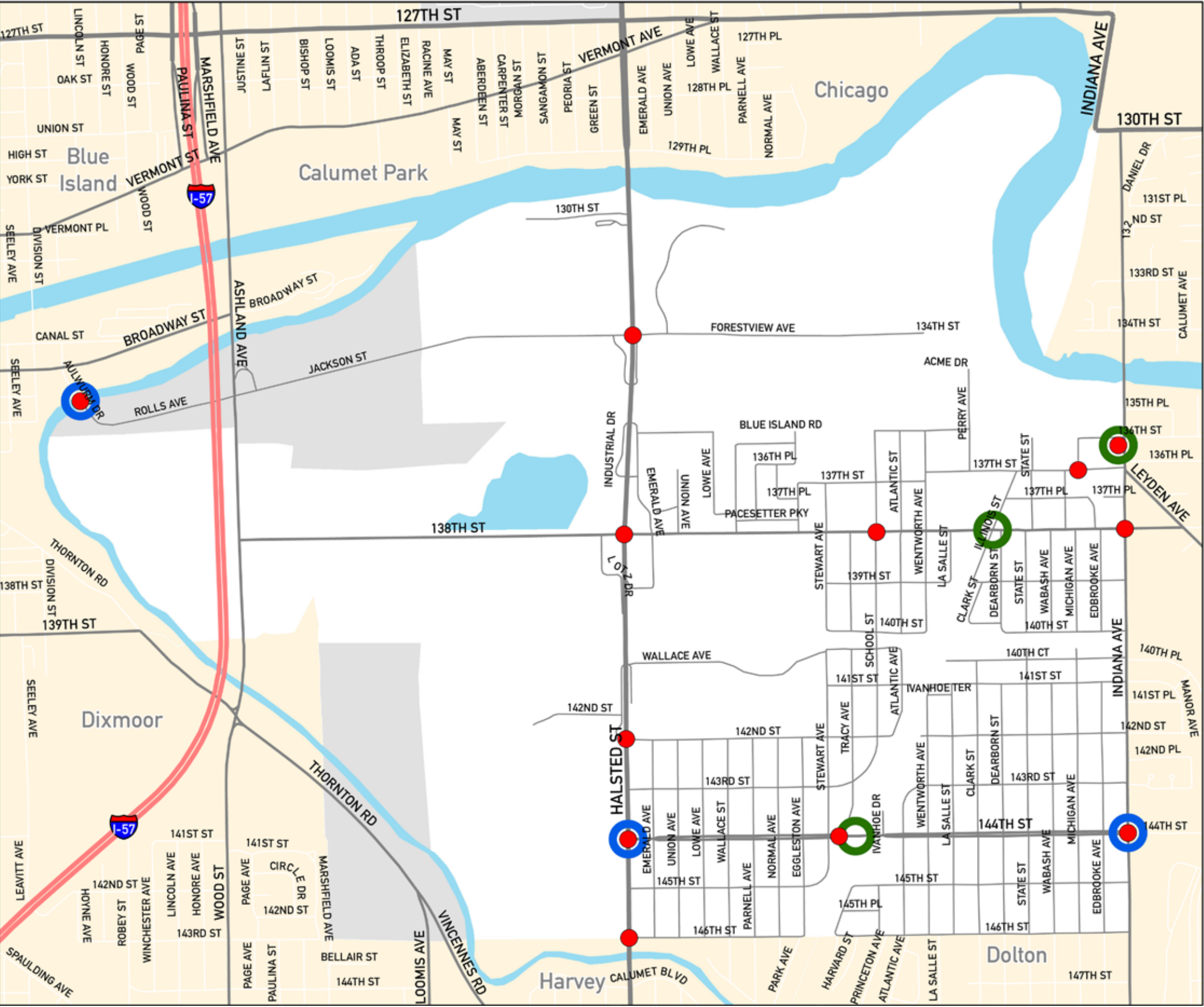
**Hubs:** Are the central places within communities and neighborhoods or the key intersection in a pedestrian oriented district. These are places along bike- or pedestrian-friendly routes that are destinations. Ideally, a hub offers connections to transit and nearby access to businesses, schools, recreational facilities, and shopping. Hubs should be prioritized intersections for the placement of network amenities such as transit shelters, bike parking, benches, and human-scale lighting. In addition to previously listed crossing improvements, Hub treatments include:

- Ornamental lighting with banners
- Pedestrian signalized intersections
- Special paving at crosswalks
- Accommodation of cafes and/or sidewalk activities
- Street trees
- Decorative paving
- Seasonal planting
- Planters
- Architectural amenities (awnings, pedestrian oriented signage, articulated facades, etc.)
- Wayfinding for bicycles and pedestrians
- Bollards to define pedestrian movement at intersections
- Provision of clear definition and movement for pedestrian movement
- Wider sidewalks to allow for pedestrian oriented amenities



Hub intersections are centers of activity for cyclists, pedestrians, transit riders and motorists.

2.3.3 Active Intersections Map



# -Riverdale- Intersections

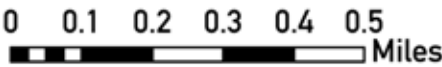
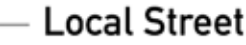
## Intersection Improvements



## Intersection Type



## Infrastructure



Prepared By: Active Transportation Alliance 11/14/2011  
Data Source: Active Transportation Alliance, Navteq & The Village of Riverdale



## 2.4 Pedestrian Improvements

### 2.4.1 Pedestrian Ways

The pedestrian network functions best when it is well connected and complete. Completing a network can easily be accomplished through elimination of sidewalk gaps, providing buffers for walkways along busy roads, wider sidewalks in areas with heavy pedestrian traffic, and signage to aid pedestrians in getting around.

The following recommendations and map illustrate the location and type of pedestrian improvements that should be made.

#### Residential Streets

**OBJECTIVE:** Improve sidewalk connectivity, and everyone's awareness of the streets' connectivity to the larger network.

**DESCRIPTION:** Riverdale has many low-traffic, low-speed residential streets where people feel comfortable walking and biking. These streets don't require changes, but could be enhanced by working with residents to maintain and replace broken sidewalk.



Although most of Riverdale is connected by sidewalk, some parts of Riverdale still need sidewalk connections.



#### Pedestrian Priority Corridors

**OBJECTIVE:** Encourage and support pedestrian activity along arterial corridors and commercial areas with higher volumes of foot traffic.

**DESCRIPTION:** Complete or update pedestrian oriented corridors with sidewalk intended for higher volumes of pedestrian traffic, crosswalks, and pedestrian signals. Encourage installation of street trees, furniture and urban design elements. Sidewalk in these areas should be a minimum 10' wide and also include lighting, sit walls, benches, trash cans, trees, plantings, and public art.

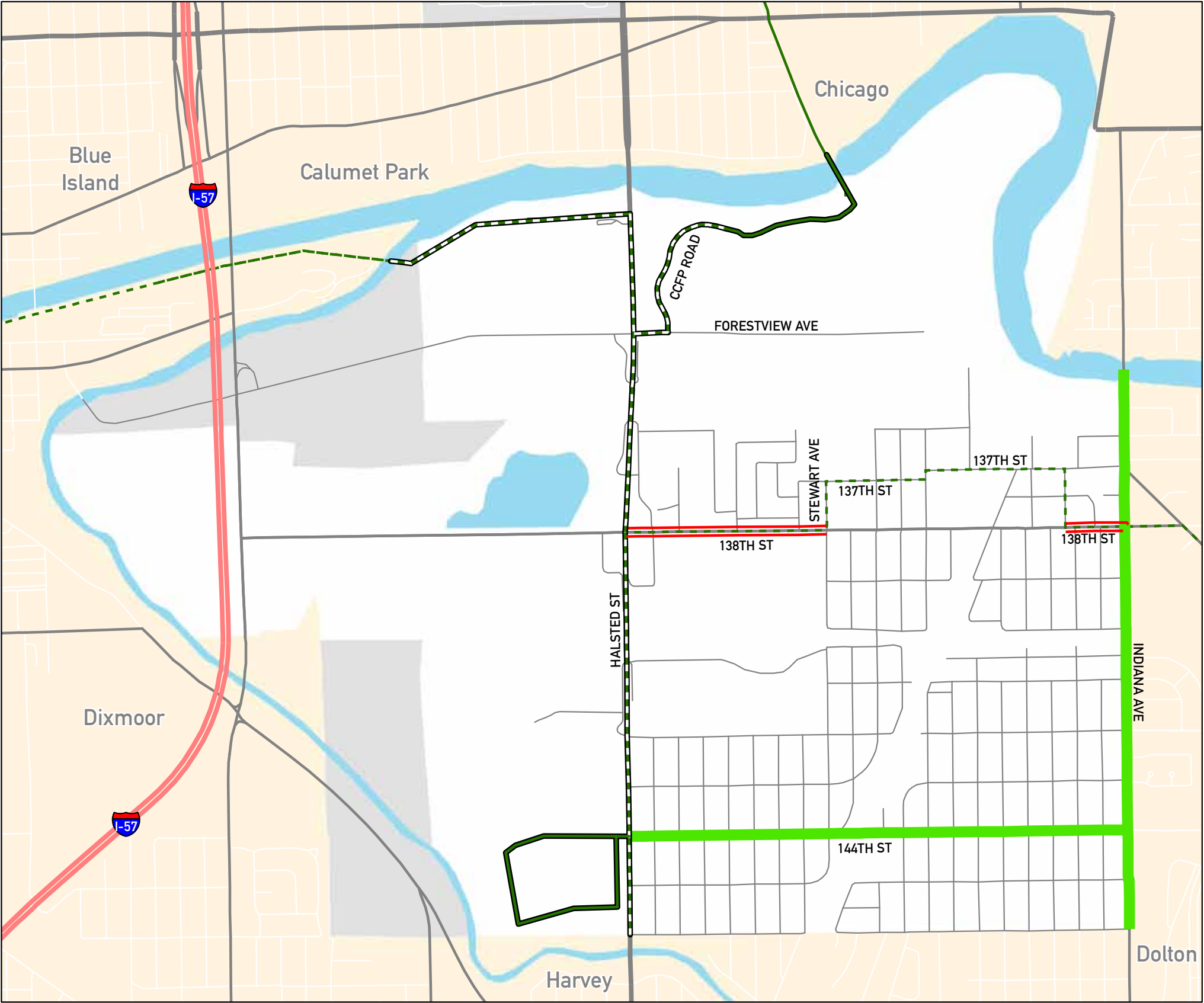
#### Side Paths and Multi-Use Trails

**OBJECTIVE:** Install side paths and multi-use trails in areas where there is currently no existing sidewalk and where there are opportunities to coordinate bicycle and pedestrian priorities into one shared facility.

**DESCRIPTION:** See side path description in the Bicycle Network section 2.5.1.



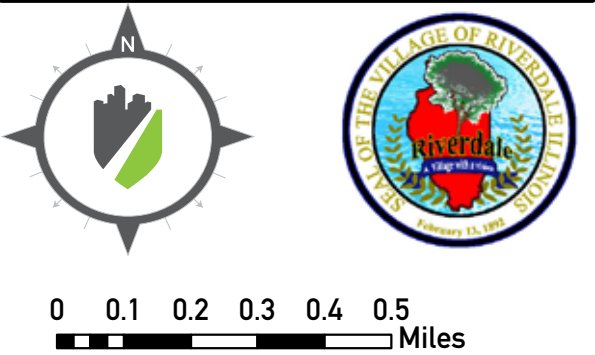
Pedestrian priority corridors with benches, wide sidewalk, and plantings make a street with businesses more inviting for pedestrians.



# -Riverdale-

Ped Network Recommendations

- Riverdale Pedestrian Network
- Existing
- Multiuse Trail
- Recommended
- Multiuse Trail
  - Pedestrian Priority Corridor
  - Sidewalk Improvement
- Neighboring Networks
- Future Multiuse Trail
  - Existing Multiuse Trail
- Infrastructure
- Highway
  - Arterial
  - Collector
  - Local Street



## 2.5 Bicycle Improvements (Continued)

### 2.5.1 Bicycle Ways

The bicycle network in Riverdale can be made up of neighborhood streets, bike routes, shared lanes, bike boulevards, trails, and paths. Constructing a complete and connected network will encourage biking in a safe and efficient manner throughout Riverdale

#### Bike Routes

**OBJECTIVE:** Create a near-term bike network for Riverdale by signing routes identified by local cyclists as being comfortable and having good connections.

**DESCRIPTION:** Many Riverdale streets are comfortable for cyclists who possess a moderate tolerance for traffic. These routes include streets with wide outside lanes and paved shoulders, as well as low-traffic residential streets. Many residents and most visitors are unaware of the city's bike-friendly routes. Signing the network early on provides immediate value and encouragement to cyclists while raising all users' awareness and acceptance of cycling within the city. The bikeway signs also do double duty, appreciated by drivers and pedestrians looking for specific destinations within the city.



Signing bike routes creates awareness for safe, direct routes to key places in Riverdale.

#### Bicycle Lanes

**OBJECTIVE:** On collector and arterial streets with sufficient width and speeds less than 40 mph, establish 5' travel lanes exclusive for bicyclists' use. Motorized vehicle travel lanes may be narrowed to a minimum of 10' where appropriate to allow bike lanes.

**DESCRIPTION:** Bike lanes offer the highest level of comfort for drivers and cyclists on streets with heavy traffic. On high-traffic streets with sufficient width, establish 5' travel lanes exclusive for bicyclists' use. Establish a policy of regular, prioritized street sweeping along bike lane routes. Bike lanes reinforce proper roadway etiquette, raise the visibility of cyclists, and help bicyclists and drivers behave predictably when sharing road space. Bike lanes have also been found to lower motor vehicle speeds, which results in fewer crashes and lower crash severity for all users. Bicycle lanes require regular sweeping to clear road debris.

#### Side Paths

**OBJECTIVE:** Install side paths in areas where there are currently sidewalk gaps along major streets with few driveway entrances and street intersections.

**DESCRIPTION:** Side paths are a good option for corridors that have higher traffic counts, higher vehicle speeds, and few driveway entrances and curb cuts. Side paths parallel a street, and are shared by pedestrians and bicyclists. They can provide a pleasant riding experience for a wide range of cyclists, including those with a low tolerance for sharing the road with motorized traffic, and they tie in well with regional trail networks. Driveway entrances and street intersections are particularly dangerous conflict points for cyclists; side path applications should minimize both.

If the side path is only being constructed on one side of the street, feasibility analysis should be conducted to assure that there is safe and ample crossing from the opposite side. These facilities should be a minimum of 8' wide, but preferably 10'–12' feet.



Sidepaths, also known as multiuse trails, are a shared space for pedestrians and cyclists.



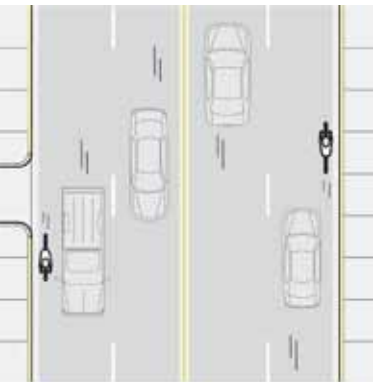
Bike lanes provide a dedicated space for bicycling on the street.

## 2.5 Bicycle Improvements (Continued)

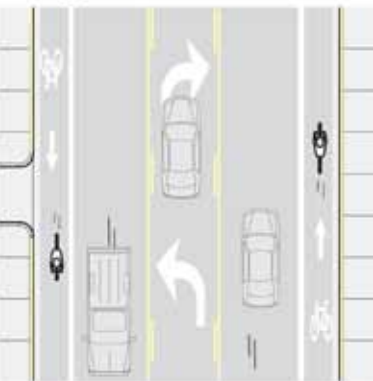
### Road Diet

**OBJECTIVE:** Accommodate additional types of roadway users by putting the road on a “diet.”

**DESCRIPTION:** Road diets are often conversions of four-lane undivided roads into three lanes (two through lanes and a center two-way left turn lane). Narrowing a roadway by reducing the number of lanes or lane width is a traffic calming strategy used to decrease congestion caused by left turning vehicles, making space for other roadway user types. The former right of way of the fourth lane could be used for bicycle lanes, sidewalks, and/or on-street parking. Pedestrian refuge islands, bump-outs, and flare-outs can easily be coupled with road diets.



Existing conditions before a road diet



Proposed conditions after a road diet

Putting roads on a “diet” creates space for additional types of roadway users.

### Trails

**OBJECTIVE:** Construct off-street trails to complete gaps in the active transportation network and provide connections to regional trails.

**DESCRIPTION:** When right of way is available, a trail should be constructed to provide additional connectivity for the active transportation network. Trails can provide important connections to regional trail systems and provide great opportunities for recreation and longer distance active transportation. Limited access and few intersections make trails useful local and regional connections within the active transportation network.



Trails, like the Cal Sag Trail and the Major Taylor Trail connect people by foot or bike to places outside Riverdale.



## 2.5 Bicycle Improvements (Continued)

### 2.5.2 Bicycle Amenities

This is a list of low-cost improvements that should be made in the near term to encourage cycling, improve safety, and reduce crossing hazards.

#### Bicycle Network Signs

**OBJECTIVE:** Sign the Riverdale bicycle network using signs that display destination, direction, and distance.

**DESCRIPTION:** In the near term, the city should use the Bike Network map to guide which streets and major destinations to sign, focusing on existing routes that local cyclists identified as most comfortable for cycling. Sign the longer-term portions of the active transportation network as it develops.

#### Bicycle Parking

**OBJECTIVE:** Throughout Riverdale, install inverted-U or functionally similar bike parking racks at commercial retail areas, public buildings, and parks, and on public property near businesses and multi-unit residences.

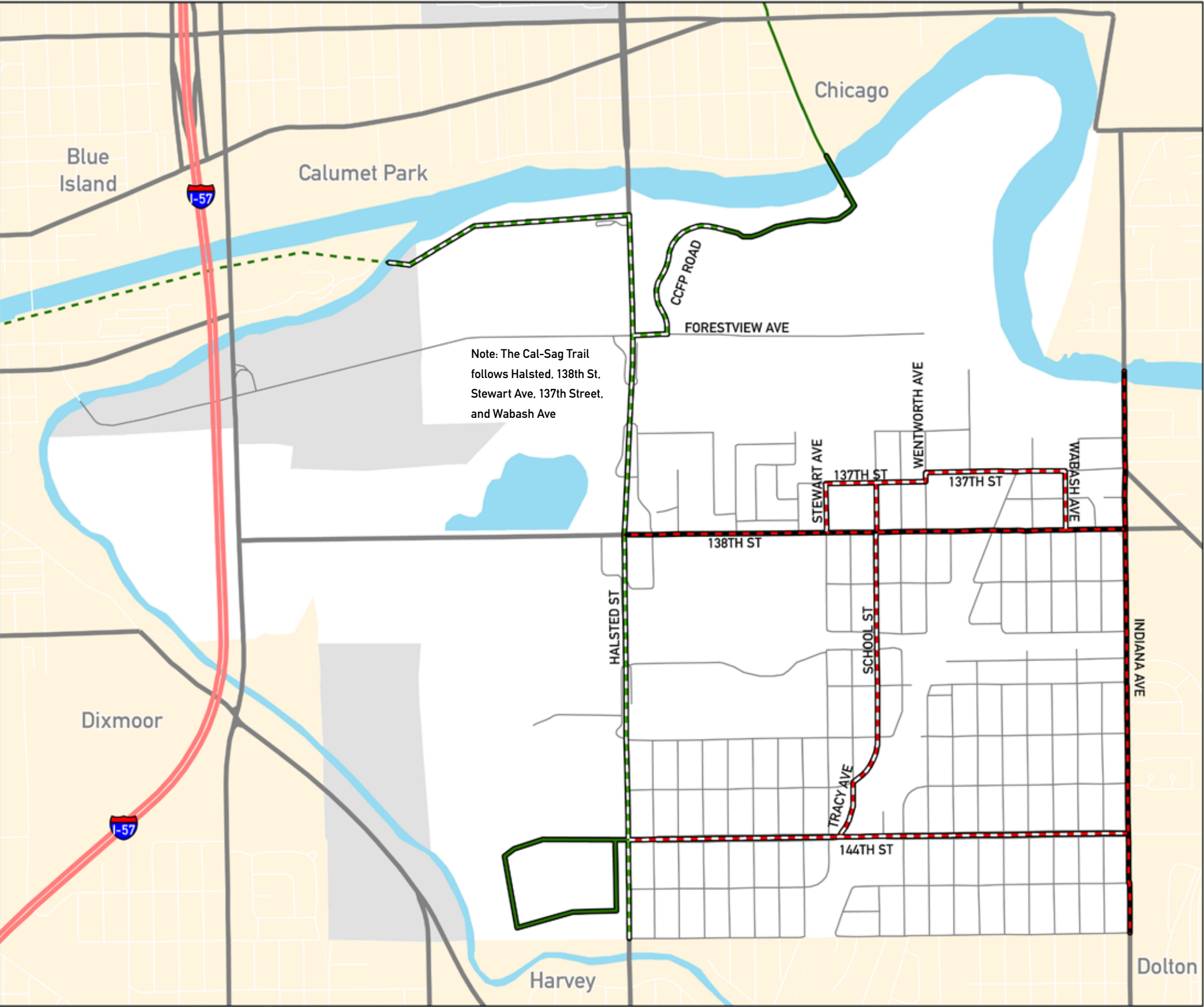
**DESCRIPTION:** Racks should be located within clear view of the destination's entranceway, preferably as close as the closest motor vehicle parking space, and no more than 50 feet away from the entrance. If multiple racks are clustered in a visible and signed location, they can be sited up to 100' away from the entrance. If racks are placed further away than this, cyclists are likely to ignore the racks and look for a closer place to lock up.

Bike parking installation should focus on the places identified in Riverdale's Bike Parking Report. By choosing racks with a unique color or shape at high-visibility locations, the racks can add character to a community.



Bike racks are a place for people to park their bike securely while shopping.

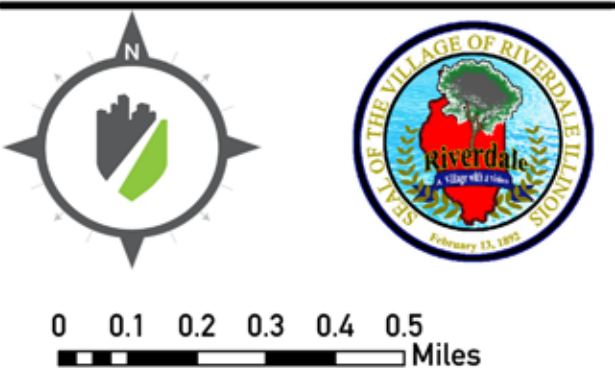
2.5.3 Bicycle Network Map



# -Riverdale-

Bicycle Network Recommendations

- Riverdale Bicycle Network
- Existing
- Multiuse Trail
- Recommended
- Bike Lane
  - Bike Route
  - Road Diet With Bike Lane
  - Multiuse Trail
- Neighboring Networks
- Future Multiuse Trail
  - Existing Multiuse Trail
- Infrastructure
- Highway
  - Arterial
  - Collector
  - Local Street



Prepared By: Active Transportation Alliance 11/14/2011  
Data Source: Active Transportation Alliance, Navteq & The Village of Riverdale



## 2.6 Transit Improvements

Connections to transit are one of the primary functions of the Riverdale Active Transportation Network. Transit service helps residents choose active transportation for many of their longer daily trips. People are generally willing to walk or bike up to 10 minutes to a dependable and direct transit access point, roughly a one-half mile walk or a two mile bike ride. Locating and planning for hubs (See description in Active Intersection section) in the local network can help coordinate the local system with regional transit service.



Connected sidewalk, bus shelters, and crosswalks make transit more inviting to use.

### 2.6.1 Current Routes and Stations—Buses and Trains

Riverdale is served by the Metra Electric line with stops at 137th Street (Riverdale Station) and 144th Street (Ivanhoe Station). The Village is also served by two Pace Routes; #348, the Riverdale Connector, # 353, 95th - River Oaks/ Homewood, and #252, Halsted. These routes provide frequent north-south connections to jobs and shopping, and limited east-west service. Most residents live within one mile of a north-south connection, but only residents living within a few blocks of 138th Street are serviced by an east-west connection.

### 2.6.2 Increasing Access to Buses and Trains

To better serve residents living closer to 144th Street with east-west bus service, the Village should work with Pace to explore opportunities for adding bus service on 144th Street. One solution for serving both 144th and 138th streets would be to split the Riverdale connector routing so some runs serve 138th Street, while other runs of this route serve 144th Street.

*Timeframe:* Ongoing

Install bus shelters and benches at all high-use bus stops.

*Timeframe:* Near Term

Sign all bus stops with route number, route map and timetable. At shelters, also post instructions for how to put a bike on the bus.

*Timeframe:* Mid Term

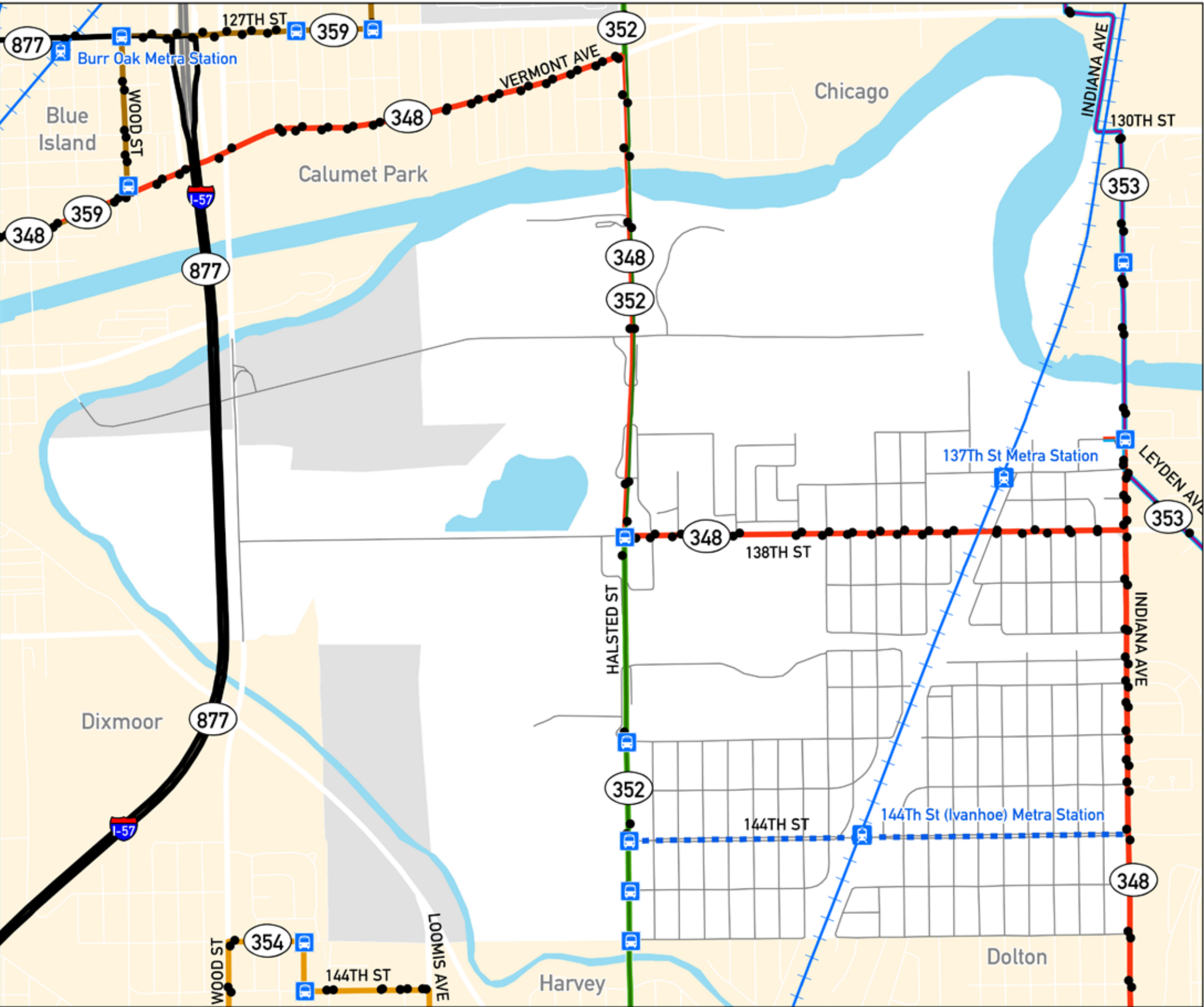
Complete sidewalk gaps adjacent to bus stops to improve pedestrian access to buses.

*Timeframe:* Mid Term

Upgrade all bus stops to include a paved waiting area off the sidewalk.

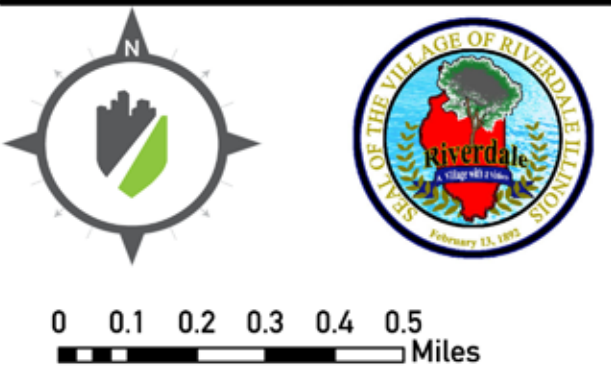
*Timeframe:* Mid Term

For stops at signalized intersections, ensure there is pedestrian accommodations (striped crosswalks, curb cuts and pedestrian countdown signals) at the intersection.



# -Riverdale- Transit

- Pace
- Bus Stop
  - Bus Shelter
  - 348 - Riverdale Connector
  - 352 - Halsted
  - 353 - 95th/River Oaks/Homewood
  - 354 - Harvey - Oak Forest Loop
  - 359 - Robbins/S Kedzie Ave
  - 877 - S Suburban Oakbrook Limited
  - Future Route
- Metra
- Station
  - Route



# Policy and Programming

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3.2 Program Recommendations	35

## 3.1 Policy and Programming

### 3.1 Municipal Policy Recommendations

This section lays out policy recommendations that will enhance the environment for active transportation in Riverdale. In addition to design and planning guidance, policy strategies can improve the transportation environment in ways that infrastructure cannot, by prioritizing safety through legislation and law enforcement.

#### 3.1.1 Implementing Pedestrian Friendly Intersections

*Timeframe:* Near Term

Recently, national standards have been updated to reflect current estimates of how fast people walk. The 2009 edition of the Manual on Uniform Traffic Control Devices incorporated the most recent research. Riverdale's public works staff should review their signal timing policies to ensure compliance with these standards. Riverdale's pedestrian network could benefit the most from updating timing of traffic signals, establishing leading pedestrian intervals and limiting right turns on red.

#### 3.1.2 Protecting Pedestrians in Crosswalks

*Timeframe:* Near Term

The State of Illinois has a law requiring motorists and bicyclists to stop for pedestrians in crosswalks. Riverdale can support the state law by adopting a similar local ordinance and aggressively enforcing the law. Riverdale's current policy, in section 10.84.010 of the municipal code, is for motorists and cyclists to yield, not stop, for pedestrians in crosswalks.

#### 3.1.3 Requiring Pedestrian Friendly Construction Zones

*Timeframe:* Near Term

Construction activities on or adjacent to roadways can disturb the pedestrian experience. Riverdale can support a walk-friendly community by requiring that all construction zones include a pedestrian route that is accessible and safe.

### 3.1.4 Creating Pedestrian Friendly Streets

*Timeframe:* Mid Term

Riverdale has an extensive network of pedestrian facilities. Not all of these facilities have adequate lighting to ensure safety during nighttime hours. Riverdale can encourage pedestrian safety by requiring pedestrian scale lighting that lights the sidewalk areas on all collector and arterial roads.



Installing Pedestrian Amenities Can Create a Safer and Healthier Community

## 3.1 Policy and Programming (Continued)

### 3.1.5 Establishing Pedestrian Friendly Railroad Crossings

*Timeframe:* Mid Term

Riverdale is bisected by railroads that inhibit pedestrian movements. Of particular concern is the lack of gates to ensure pedestrian safety at railroad crossings. These gates could be funded with state and federal grants from the Illinois Commerce Commission and other agencies.

### 3.1.6 Ensuring Pedestrian Friendly Housing Developments

*Timeframe:* Mid Term

Riverdale Reviews the conditions of rental housing on a regular basis and issues rental housing licenses. As part of the review process for these developments, the Village could review existing and planned sidewalks to ensure compliance with national best practices, and add sidewalk condition as a component of the rental license renewal process.

### 3.1.7 Establish a Traffic Calming Policy

*Timeframe:* Near Term

In addition to posted speed limits, the built environment can have a significant impact on driver behavior and speed. Design elements related to lane width, curb extensions and speed bumps promote neighborhood safety and encourage compliance with the law. The Village can establish a policy that all roadways will be planned, designed, built and operated to support the posted speed limit. For existing roadways, this would entail the traffic calming measures outlined in the Network section of this plan. New standards for designing to target speed should be incorporated into the planning and design process for new roadway projects. This policy should include a mechanism for public engagement, so that citizens can help the Village to identify problems and provide input on the solutions.

### 3.1.8 Maintaining Bicycle Facilities

*Timeframe:* Near Term

The wheels on bicycles are more delicate than those on motor vehicles. A little debris or snow/ice that causes no trouble for a motorist can be deadly for a cyclist. In addition, the slope of a roadway causes debris and snow/ice to accumulate on the right side where the bike lanes are located. The Village can protect cyclists by adopting a policy ensuring that all on-road bike facilities are maintained at an equal level to motor vehicle lanes.

### 3.1.9 Blocking Bike Lanes

*Timeframe:* Near Term

Cyclists in Riverdale will benefit from an ordinance that bans stopping, standing or parking motor vehicles in bike lanes. Blocking bike lanes endangers cyclists by forcing them to merge with motorized traffic. Keeping bike lanes free of motor vehicles will encourage more people to use the Riverdale bikeways network.

### 3.1.10 Enact a Bicycle Parking Ordinance

*Timeframe:* Near Term

No matter how good the bikeways network is, people will not choose to cycle unless they have a safe place to secure their bicycle at their destination. The Village of Riverdale can encourage cycling by adopting a bicycle parking ordinance in accordance with current national best practices. See [Appendix X] for a model policy.

### 3.1.11 Eliminating Distracted Driving

*Timeframe:* Mid Term

Distracted driving is one of the most dangerous actions a motorist or cyclist can engage in on the roadways. Riverdale can promote traffic safety by banning people from using electronic devices while operating within the village.



## 3.2 Program Recommendations

### 3.2.1 Education

#### OVERVIEW

Education is a powerful tool for promoting healthy and safe behaviors. Users of an active transportation network need to be aware of how to protect themselves and others. As more people walk and bike for transportation and health, education should come in a variety of forms to reach all network users. Youth, teens and adults alike benefit from education programs focusing on pedestrian and bicycle safety and the rules of the road.

#### COMMUNITY EDUCATION

It is important for motorists, bicyclists and pedestrians to understand the rules of the road. Many, however, are unaware of the rights and responsibilities of non-motorized users. A variety of educational opportunities are necessary to promote safer interactions by all road users. Riverdale should partner with bicycle and pedestrian education instructors such as League of Illinois Bicyclists or Active Transportation Alliance to provide education and outreach on bicycle and pedestrian safety and sharing the road at community events and/or recreation programs. Strategies include:

#### Non-formal Education

Riverdale should offer bicycle and pedestrian training for adults, teens and youth at Ivanhoe Park District or the Riverdale Resource Center. Youth will benefit from classes on bicycle and pedestrian safety and skills building. Bicycle maintenance classes, education related to the variety of transportation options, and on-bike education classes (such as Traffic Safety Skills 101) can be made available for middle, high school students and adults.

#### Community Education Campaign: No-Idling

Riverdale should begin a no idling campaign around schools in the community. Bus drivers and drivers of private vehicles should be educated on the benefits of cars and buses turning their engines off during arrival and dismissal times. Riverdale can distribute information about the importance of no idling around schools in the community through the following means:

- Use local media outlets such as the Riverdale Village website, cable access station, local newspaper and online social networks to broadcast videos and publish articles on no idling around schools.
- Arrange for no idling information to be printed and/or distributed by partner agencies, utility companies and the private sector.
- Partner with School Districts 148, 133, and Queen of Apostles School to distribute publications.

#### Educational Component to Annual Bicycle Giveaway

The Village should continue their bicycle giveaway program and include an educational component. Providing children with an opportunity to practice cycling skills gives lifelong benefits to the community at large. Ensuring children complete a program with essential cycling skills, such as a bike rodeo or Traffic Skills 101, will provide them with the skills required to cycle safely.

#### Crash Reporting

Educate community members on the importance of reporting pedestrian and bicycle crashes. Reporting bicycle and pedestrian crashes to the Police Departments provides police with this critical information on where crashes occur. Police will then be able to target their enforcement efforts to these locations.



Educate youth and teens on bicycle and pedestrian safety skills.



Add a bicycle educational component to Riverdale's bike giveaway

## 3.2 Program Recommendations (Continued)

### 3.2.2 Encouragement

Community events centered on walking and biking will create awareness for active transportation and encourage residents who do not often walk or bike to start doing so. These events also provide opportunities for community members to come out and get to know their neighbors, shop locally and explore their community. Some examples include:

#### Open Streets

Open Streets events occur anytime the local streets are closed to vehicles and open for walking, biking and informal play. Riverdale can adopt Open Streets as an annual event to complement local events, festivals, farmers markets or other road closing events. Or Riverdale can designate special times or days for stand-alone Open Streets events on School Street or 144th Street.

#### Community Bike Rides

Large scale bike ride events are a great way to feature the active transportation network in Riverdale. Select a route that features local businesses and any new or planned network improvements. Large events can also serve as fundraisers for local projects and bring visitors from neighboring communities

#### Bicycle and Walk Friendly Community Awards

Improving Riverdale's active transportation network will make the Village of Riverdale an even better place to live, work, shop and play. National recognition of these efforts can generate commerce and increase property values. The Bicycle Friendly Community Program (BFC) led by League of American Bicyclists provides incentives, hands-on assistance and award recognition for communities that actively support bicycling. To apply for recognition, a step-by-step guide is available through the League of American Bicyclists website. Walk Friendly Communities is a similar program the Pedestrian and Bicycle Information Center uses to honor pedestrian-friendly cities.

#### Public Transit Information

Riverdale can increase use of public transit by distributing transit service information. The Village of Riverdale can partner with the transit providers to display timetables, instructions on how to put a bike on a bus, and install transit vending machines in key places, as well as promote the Regional Transportation Authority's existing transit mapping service ([www.goroo.com](http://www.goroo.com)).

#### Active Transportation Network Map

A user-friendly active transportation network map would encourage use of the improved pedestrian and bicycle network, and patronage of the key places identified in this plan. Riverdale should work with the Active Transportation Plan Steering Committee or a contractor to produce and distribute a free active transportation network map that includes safety tips and safe bicycling and walking routes to the Cal-Sag Trail. Large employers and local businesses could be approached for sponsorship of the map.



Large scale events feature the bicycle network of Riverdale.

### 3.2 Program Recommendations (Continued)

#### International Walk to School Day

Participation in International Walk to School Day will show residents how easy and fun it is to walk to School on a regular basis. Involving Village, School, and Park District staff will bring a sense of community to this event.

#### Train Municipal Staff on use of Active Transportation

The Village of Riverdale has staff who conduct their work in the field. These employees could benefit from regular trainings on traffic safety including the special needs of active transportation users. The staff could also benefit from a village-provided bike fleet. The Village could work with local traffic safety and active transportation advocacy groups to provide the training.



Celebrating Walk to School Day showcases the walkability of Riverdale.



## 3.2 Program Recommendations (Continued)

### 3.2.3 Enforcement

Successful implementation of this plan will result in an increase in active transportation users, which can also create new law enforcement challenges. To promote the safety of all people using the active transportation network, Riverdale should prioritize enforcement of traffic laws that deter reckless behavior by road users.

#### Training for Police

Police in Illinois are required to participate in annual professional development opportunities. The Riverdale Police Department should ensure that all officers engaged in traffic safety enforcement receive introductory training on bicycle and pedestrian safety, followed by semi-annual refresher sessions. Information can be provided in live sessions, online or by video.

The officers should receive practical training focused on:

- Rules of the road for bicyclists and pedestrians
- Illegal motorist behaviors that endanger bicyclists and pedestrians
- Most dangerous types of bicycling behaviors
- Most common causes of bicycle and pedestrian crashes
- Importance of reporting bicycle and pedestrian crashes
- Importance of investigating serious bicycle and pedestrian crash sites
- Best ways to prevent bicycle theft
- Best practices for policing by bicycle
- Transportation, health and environmental benefits of bicycling

In addition, special consideration should be given to new and existing laws that impact bicycle and pedestrian safety, particularly in the school zone.

These laws include:

- Must stop for pedestrians in crosswalks
- Hand-held device ban in school zones
- School zone fines
- Safe Park Zone fines

No police department can aggressively enforce all laws in all locations at all times. Riverdale can use existing crash data to identify the most dangerous locations and target enforcement at those sites. Stings focused on reckless behavior by motorists have proven particularly successful in other communities. Halsted Street has many bus stops that require residents to cross this major four lane road. School Street and 144th Street are key crossings for students and transit riders. Riverdale should target its police enforcement efforts in these locations. The Village of Riverdale should review these efforts on an annual basis to ensure appropriate allocation of enforcement resources.

#### Caught Good Campaign

Riverdale Police should reward children for good walking and biking behaviors. When officers observe these behaviors they should reward children by “pulling them over” and giving them a reward “ticket”. This encourages children to walk and bike safely around Riverdale.

#### Snow Clearance Enforcement

Enforcement of Riverdale’s Snow Clearing Ordinance will provide residents with clear walkways throughout the winter season and allow residents to utilize the connectivity of the Village in every season. Consider using snow clearance as a winter award for neighborhood beautification.



Enforcing the snow clearing ordinance allows residents to walk all year round.





# Implementation

4.1 Evaluation and Oversight	40
4.2 Implementation	40

## 4.1 Evaluation and Oversight

A plan as comprehensive as this one requires vigorous oversight to ensure its effective implementation.

### 4.1.1 Continue the Plan Steering Committee as a Standing Bicycle and Pedestrian Task Force

The heart and soul of this plan came from local residents who participated in public engagement events hosted by the steering committee. These residents' vision and goals are expressed throughout the recommendations of this plan. Riverdale can continue to benefit from focusing on bicycle and pedestrian issues by forming a standing bicycle and pedestrian task force.

The Task Force will monitor implementation of the plan, promote events celebrating active transportation in Riverdale and encourage residents and visitors to use the improved active transportation network. The council would benefit from membership derived from the key stakeholders who served on the steering committee for this plan.

### 4.1.2 Setting Goals

To continue moving forward with improving bicycling and walking conditions in Riverdale, the bicycle and Pedestrian Task Force should set goals for realizing their vision. Examples of goals include:

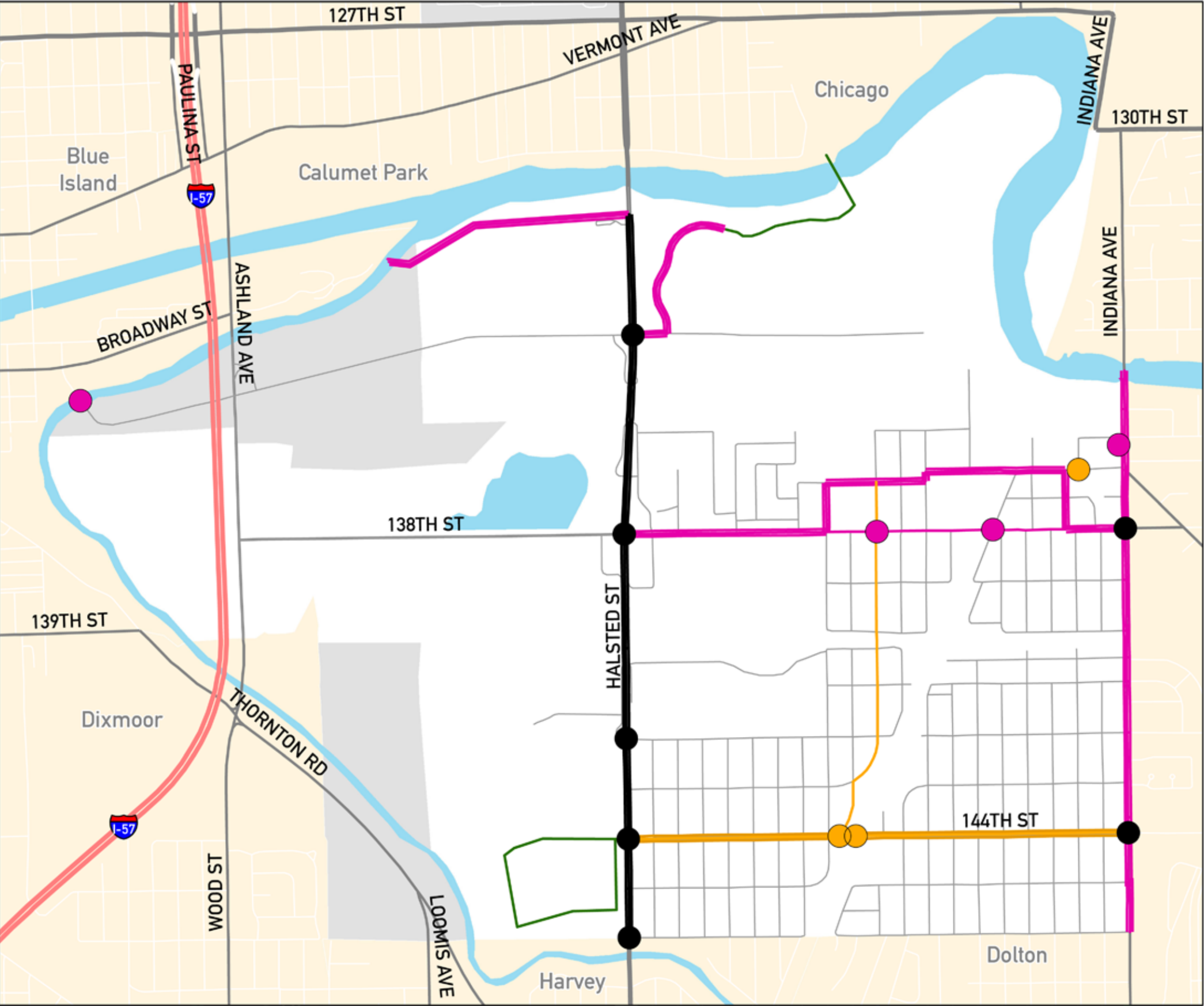
- Reduction in number of bicycle and pedestrian related crashes
- Miles of bicycle and pedestrian network built per year
- Increasing transit ridership and use of walking and biking to access transit
- Offering a minimum number of education or encouragement events every year

## 4.2 Implementation

### 4.2 Implementation

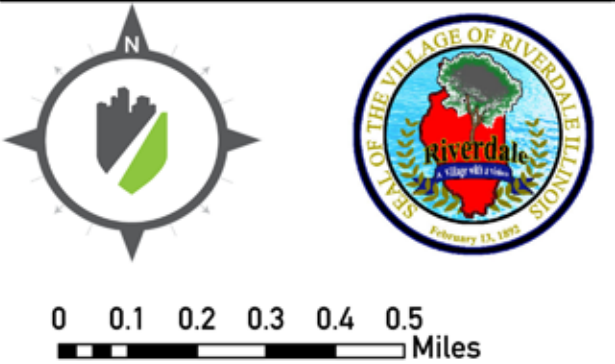
Throughout this plan, the consultants have provided recommendations for implementation of the various recommendations. The plan advocates for a comprehensive set of network, policy, program, enforcement, and evaluation improvements staggered over several years. The effective implementation of this plan will require leadership by Riverdale staff and residents. It will also require cooperation with neighboring municipalities, Cook County, and the Illinois Department of Transportation.

The use of the active transportation network will only increase if the plan's recommendations for education, encouragement, and enforcement are implemented in a timely manner in conjunction with the improvements to the network. On the following pages are a map showing recommended implementation priorities for the network and a timeline for policy and programming implementation.



# -Riverdale- Implementation

- Intersections
- Near-term
  - Mid-term
  - Long-term
- Bicycle Improvements
- Near-term
  - Mid-term
  - Long-term
- Pedestrian Improvements
- Near-term
  - Mid-term
  - Long-term
- Infrastructure
- Highway
  - Street
  - Multiuse Trail



## 4.2 Implementation (Continued)

### 4.2.2 Policy and Programming Implementation Table

Based on level of difficulty, and number of stakeholders needed to implement, the following policies and programs have been recommended for Near, Mid or Long Term implementations.

Chapter	Municipal Policy Recommendations	Near Term	Mid Term	Long Term
3.1.1	Implementing Pedestrian Friendly Intersections	X		
3.1.2	Protecting Pedestrians in Crosswalks	X		
3.1.3	Requiring Pedestrian Friendly Construction Zones	X		
3.1.4	Creating Pedestrian Friendly Streets		X	
3.1.5	Establishing Pedestrian Friendly Railroad Crossings		X	
3.1.6	Ensuring Pedestrian Friendly Housing Developments		X	
3.1.7	Establish a Traffic Calming Policy	X		
3.1.8	Maintaining Bicycle Facilities	X		
3.1.9	Blocking Bike Lanes	X		
3.1.10	Enact a Bicycle Parking Ordinance	X		
3.1.11	Eliminating Distracted Driving		X	
Chapter	Program Recommendations-Education	Near Term	Mid Term	Long Term
3.2.1	Develop youth and teen bicycle and pedestrian education		X	
3.2.1	Offer annual traffic safety 101	X		
3.2.1	Offer Bike maintenance classes	X		
3.2.1	No-idling campaign		X	
3.2.1	Include educational component to bicycle giveaway	X		
3.2.1	Educate resident on reporting crashes	X		
Chapter	Program Recommendations-Encouragement	Near Term	Mid Term	Long Term
3.2.2	Annual Open Streets	X		
3.2.2	Celebrate WTSD	X		
3.2.2	Incorporate Bicycling into existing events	X		
3.2.2	Apply for Walk/Bike Friendly		X	
3.2.2	Provide route information about transit		X	
3.2.2	Create and distribute Bike/Ped network map with routes and Cal-Sag Trail			X
3.2.2	Train Village staff on bicycle safety and enforcement		X	
Chapter	Program Recommendations-Enforcement	Near Term	Mid Term	Long Term
3.2.3	Train Police on bike and pedestrian safety and enforcement techniques		X	
3.2.3	Conduct targeted enforcement campaigns	X		
3.2.3	Review crash data as a basis for targeted enforcement	X		
3.2.3	Enforce sidewalk clearing ordinance	X		
3.2.3	Reward youth for obeying pedestrian and bicycle laws		X	

# Appendices

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## 5.1 Appendix A: Public Engagement Summary

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An extensive documentation of public engagement processes is included on the following pages of the digital version of this report. This documentation is not included in the print version.

- See Attached PDF

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## 5.2 Appendix B: Existing Conditions Maps

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A series of existing conditions maps is included on the following pages of the digital version of this report. These maps are not included in print version. Maps prepared include:

- Bike and Pedestrian Crash Map
- Traffic Volume
- Land Use
- Schools and Parks
- Distance from Public Transit

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## 5.3 Appendix C: Pedestrian and Bicycle Facilities Guidance

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### Pedestrian Facilities

Guide for the Planning, Design, and Operation of Pedestrian Facilities

American Association of State Highway and Transportation Officials (AASHTO), 2004

<http://www.transportation.org>

Designing Sidewalks and Trails for Access

U.S. DOT Federal Highway Administration

<http://www.fhwa.dot.gov/environment/sidewalks/index.htm>

### Bicycle Facilities

Guide for the Development of Bicycle Facilities, 3rd Edition

American Association of State Highway and Transportation Officials (AASHTO), 1999

<http://www.transportation.org>

Urban Bikeway Design Guide

National Association of City Transportation Officials

<http://nacto.org/cities-for-cycling/design-guide/>

Bike Lane Design Guide

City of Chicago and the Active Transportation Alliance, 2002

[http://www.chicagobikes.org/pdf/bike\\_lane\\_design\\_guide.pdf](http://www.chicagobikes.org/pdf/bike_lane_design_guide.pdf)

### Bike Parking

Association of Pedestrian and Bicycling Professionals

Bicycle Parking Design Guidelines

<http://www.apbp.org/?page=Publications>

Bike Parking for Your Business

Active Transportation Alliance, 2003

[http://www.chicagobikes.org/pdf/bike\\_parking\\_business.pdf](http://www.chicagobikes.org/pdf/bike_parking_business.pdf)

### Other Resources

Active Transportation Alliance

<http://www.activetrans.org>

National Complete Streets Coalition

<http://www.completestreets.org>

Manual on Uniform Traffic Control Devices

Federal Highway Administration, 2009

<http://mutcd.fhwa.dot.gov/>

Pedestrian and Bicycle Information Center

<http://www.pedbikeinfo.org>

Bicycle and Pedestrian Accommodations

Bureau of Design & Environment Manual – 2011 Edition

Illinois Department of Transportation

<http://www.dot.state.il.us/desenv/BDE%20Manual/BDE/pdf/Chapter%2017%20Bicycle%20and%20Pedestrian.pdf>

Safety Benefits of Raised Medians and Pedestrian Refuge Areas

Federal Highway Administration

[http://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/medians\\_brochure/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/medians_brochure/)

Safety Benefits of Walkways, Sidewalks, and Paved Shoulders

Federal Highway Administration

[http://safety.fhwa.dot.gov/ped\\_bike/tools\\_solve/walkways\\_brochure/](http://safety.fhwa.dot.gov/ped_bike/tools_solve/walkways_brochure/)

## 5.4 Appendix D: Funding Resources

### Primary Funding Sources for Local Transportation Projects

	Transportation Enhancements	High-Priority Projects	Congestion Mitigation and Air Quality Improvement	Surface Transportation Program	Safe Routes to School	Recreational Trails Program	Highway Safety Improvement Program
Program Purpose	To foster cultural, historic, aesthetic, and environmental aspects of our transportation infrastructure	To fund key transportation projects deemed important by elected officials (earmarks)	To improve air quality and reduce traffic congestion in areas that do not meet air quality standards	To fund state and local road and transit projects	To enable and encourage children to walk and cycle to school through education, encouragement, enforcement, engineering, and evaluation strategies	To develop and maintain recreational trails and trail-related facilities for both nonmotorized and motorized recreational trail uses	To fund highway infrastructure safety projects aimed at reducing highway fatalities and serious injuries
Eligible Infrastructure	All bike/ped infrastructure that has a relationship to surface transportation (as opposed to recreation alone)	All bike/ped infrastructure or as dictated in the authorizing legislation	Most bike/ped infrastructure, including bike paths, lanes, racks, lockers, and bike sharing programs	All bike/ped infrastructure	All bike/ped infrastructure within a two-mile radius of a K-8 school	Bike trails, trailside, and trailhead facilities, both development and maintenance	Bike lanes, bike parking, crosswalks, and signage
Eligible Non-Infrastructure	Safety and educational programs for pedestrians and cyclists	As dictated in the authorizing legislation	Most bike/ped safety and education programs	None	Encouragement, enforcement, and education activities, for children in grades K-8	Safety and environmental education; assessment of trail conditions; state program administration	States can spend 10% of their HSIP funds on public awareness campaigns, education programs, and enforcement activities
Key Project Requirements	Must relate to surface transportation	No official requirements	1) Must be spent in non-attainment and maintenance areas; 2) Will be evaluated on air quality	N/A	Requires a state-approved school travel plan	30% of state's funding must be used for nonmotorized trail projects; 30% for motorized; 40% for projects that encourage diversity of use of trail corridor, trailhead, etc.; projects encouraged to have environmental benefit and use youth conservation and service corps	Project must address goals written in State Highway Safety Plan
Application Process	Irregular schedule at call of Illinois Department of Transportation	Specified in federal surface transportation bill (may be change in annual appropriations)	Timing under review. Generally, an annual call for proposals by Chicago Metropolitan Agency for Planning	Varies at call of local council of governments	Irregular schedule at call of Illinois Department of Transportation	Irregular schedule at call of Illinois Department of Natural Resources	Annual updates to plan and calls for proposals by IDOT Division of Traffic Safety
Local Match Required	Typically 20%	None	Typically 20%	20%	None	Typically 20%; some 50%	10%
Who Can Apply?	Local government	Anyone	State or local government agency	Local government (some funds retained by IDOT)	Any government agency or non-profit entity	Any state or local government agency or non-profit entity	Any state or local government agency or non-profit entity



## 5.5 Appendix E: Municipal Policy Resources

**Appendix for 3.1.2 Blocking Bike Lanes** The following sample is modeled after that found in the Municipal Code of Chicago. It includes provisions for marked shared lanes, as well as exclusive bike lanes.

### [Insert Municipal Code Chapter and Section]

Driving, standing or parking on bicycle paths or lanes prohibited.

The driver of a vehicle shall not drive, unless entering or exiting a legal parking space, or stand, or park the vehicle upon any on-street path or lane designated by official signs or markings for the use of bicycles, or otherwise drive or place the vehicle in such a manner as to impede bicycle traffic on such path or lane. The driver of a vehicle shall not stand or park the vehicle upon any lane designated by pavement markings for the shared use of motor vehicles and bicycles, or place the vehicle in such a manner as to impede bicycle traffic on such lane, except for drivers of buses stopping for the purpose of loading or unloading passengers at a designated bus stop. In addition to the penalty provided in [Section X] of this Code, any vehicle parked in violation of this section shall be subject to an immediate tow and removal to a city vehicle pound or authorized garage.

### Appendix for 3.1.4 Enact a Bicycle Parking Ordinance

The following sample bicycle parking ordinance is modeled after that found in the Code of Ordinances for the City of Durango, Colorado. This model was selected because Durango's automobile parking requirements are structured similarly to those of Berwyn.

### [Insert Municipal Code Chapter and Section] Bicycle parking spaces.

**(A)** At least two (2) bicycle parking spaces or one (1) bicycle parking space for each ten (10) of the required off-street automobile parking spaces, whichever is greater, must be provided in all districts[, except districts...].

**(B)** No more than thirty (30) bicycle parking spaces shall be required on any one (1) property.

### Appendix for 3.1.7 Distracted Driver Ordinance

#### Sample Distracted Driving Ordinance

##### (A) Definitions:

**(1)** For the purposes of this section, “electronic communication device” shall include but not be limited to mobile, cellular, analog wireless or digital telephones, personal digital assistants, or portable or mobile computers.

**(2)** For the purposes of this section, “using an electronic communication device” shall include, but not be limited to, the following activities: (a) talking or listening to another person on the telephone; (b) composing, sending, reading, or listening to a text message or other electronic message; or (c) browsing the Internet via mobile, cellular, analog wireless, or digital telephone.

**(3)** For the purposes of this section, “a hands-free device” is an internal software application, or an external device that allows the user to engage in a telephone call without touching the user's electronic communication device.

**(B)** Except as otherwise provided in subsection (C) of this section, no person shall operate a motor vehicle while using an electronic communication device.

**(C)** The provisions of this section shall not apply to:

**(1)** Law enforcement officers and operators of emergency vehicles, when on duty and acting in their official capacities.

**(2)** Persons using an electronic communication device with a hands-free device activated.

**(3)** Persons using a telephone to call 911 telephone numbers or other emergency telephone numbers.

**(4)** Persons using a telephone while maintaining a motor vehicle in a stationary parked position, and not in gear.

**(D)** Any person who violates the requirements of this section shall be subject to a fine of one hundred dollars (\$100.00), provided, however, that if a violation occurs at the time of a traffic crash, the driver shall be subject to an additional fine not to exceed five hundred dollars (\$500.00).

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## 5.6 Appendix F: Programming Resources

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### Safe Routes to School

National Center for Safe Routes to School:  
[www.saferoutesinfo.org](http://www.saferoutesinfo.org)

The National Center for Safe Routes to School (SRTS) assists communities in enabling and encouraging children in grades K–8 to walk and bike safely to school. The National Center has an informative website about the five E's of SRTS (education, encouragement, enforcement, engineering, and evaluation), including case studies, resources, data collection, and trainings.

SRTS Guide: <http://guide.saferoutesinfo.org/index.cfm>

The Safe Routes to School Online Guide is a comprehensive manual designed to support the development of an SRTS program.

Illinois SRTS:

<http://www.dot.il.gov/saferoutes/SafeRoutesHome.aspx>

The Illinois SRTS program is run by the Illinois Department of Transportation. Illinois has awarded \$11 million in federal funding for the program.

### Walk to School Day

International Walk to School Day in the USA:

<http://www.walktoschool.org/>

The first Wednesday of October is International Walk to School Day. Children in over 40 countries participate. The website provides ideas and resources for planning an event.

International Walk to School:

<http://www.iwalktoschool.org/photos/index.htm>

The Official Website of International Walk to School features pictures, stories, best practices, downloads, resources, and who is walking around the world.

### Bike and Dine

Celebrate the fun and ease of getting around by bike while sampling from local eateries.

### Shop by Foot or Bike

Shopping by foot or bike makes everything along your route more accessible. It encourages local shopping and fosters a sense of community. Local businesses can provide incentives for customers who arrive on foot or by bike.

### Open Streets

This event takes a large, continuous public space—your community's streets—and opens it up to joggers and cyclists, adults and kids, residents and visitors to enjoy. Open Streets provides more space for healthy recreation.

### Bike Rodeo

A bike rodeo typically consists of a bicycle safety clinic featuring bike safety inspections, and a safety lecture about the rules of the road. This is followed by a ride on a miniature "chalk street" course set up in a parking lot where young cyclists are shown where and how to apply the rules. Optional activities include tune-ups, helmet fittings, prize drawings, and commercial activities such as booths set up by bike shops. The main focus of a bike rodeo is cycling safety for young cyclists, ages 5–14 or so.

### Municipal Staff Cycle Training

Municipal staff using bicycles for community travel is often cheaper and more effective than automobile transportation. Staff gets up close to areas that cannot be viewed by a vehicle. The municipality should provide annual training for all staff.

### Bicycle Ambassadors

Bicycle Ambassadors educate and encourage the public to use their bicycles more and to do so safely. The ambassadors' focus is to reach new groups, educate riders, and show how easy cycling can be in their community.

### Walk and Bike Friendly Recognition

Walk and bike friendly communities have shown a commitment to improving walkability, bikeability, and pedestrian and cyclist safety through comprehensive programs, plans, and policies.

Walk Friendly Communities: <http://www.walkfriendly.org/>

Walk Friendly Communities receive national recognition for their efforts to improve safety, mobility, access, and comfort. This site includes the application, resources, and information about how to get started.

Bicycle Friendly Community:

[http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/getting\\_started.php](http://www.bikeleague.org/programs/bicyclefriendlyamerica/communities/getting_started.php)

This site provides a step-by-step guide to turning your town into a Bicycle Friendly Community. The League of American Bicyclists provides resources, a bike friendly blueprint, and an explanation of how to apply for national Bicycle Friendly Community recognition.

### Targeted Enforcement

Police inform motorists of Illinois laws with warnings and educational materials, ensuring drivers uphold their duties as motorists. Targeted enforcement improves awareness of traffic laws, increasing compliance, safety, and awareness of pedestrians and bicyclists on the road.



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